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AUTHORITY

AGO D/A ltr, 29 Apr 1980

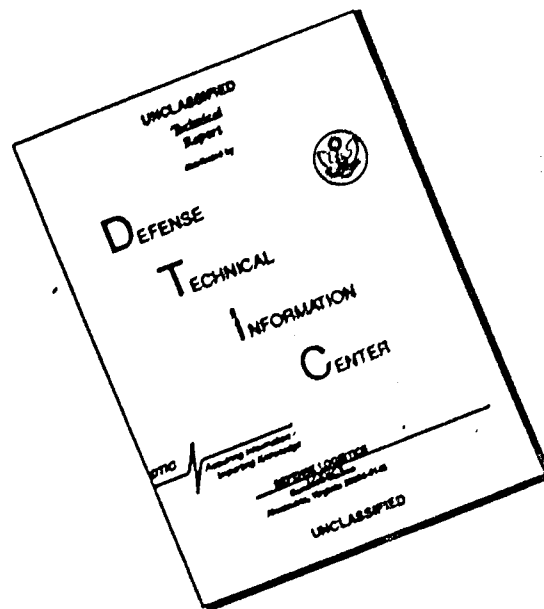
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AD825114

HEADQUARTERS
DEPARTMENT OF THE ARMY
507th TRANSPORTATION GROUP (Movement Control)
APO San Francisco 96309

AVGI-SP

15 November 1967

SUBJECT: Operational Report of Lessons Learned for Quarterly Period
Ending 31 October 1967, Reports Control Symbol: CSFCA-65

THRU: Deputy Commanding General
United States Army, Vietnam
ATTN: AVC-DH
APO US Forces 96375

TO: Headquarters
Department of the Army
ATTN: ACSFOR
Washington, D.C. 20310

In compliance with USARV Regulation 1-19, the attached Operational Report of Lessons Learned for quarterly period ending 31 October 1967 is submitted for the 507th Transportation Group (Movement Control).

- 2 Incl
1 - as
2 - Attached Morning Report Units

R. H. Goodell

R. H. GOODELL
Colonel, TC
Commanding

JAN 16 1968

This document is subject to
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*Asst. Chief for Force Sec.
Dept. of Army
Wash DC - 20310*

FOR DT RD
674209

HEADQUARTERS
DEPARTMENT OF THE ARMY
507th TRANSPORTATION GROUP (Movement Control)
APO San Francisco 96309

AVGI-SP

15 Nov 1967

SUBJECT: Operational Report of Lessons Learned for Quarterly Period
Ending 31 Oct 1967, Report Control Symbol CSFOR-65, UIC WCJ8AA

SECTION 1

SIGNIFICANT ORGANIZATIONAL ACTIVITIES

The 507th Transportation Group (Movement Control) was designated Traffic Management Agency - MACV by MACV General Order Number 302, 9 March 1966. During the months of August, September, and October 1967, the group continued to perform its primary missions of coordinating MACV's transportation movements and managing MACV's Common Service/User Transportation resources. During this period, primary emphasis was placed in the following areas:

1. Passenger and cargo movements within the Republic of Vietnam:

	<u>AIR</u>	<u>WATER</u>	<u>RAIL</u>
	<u>Pax</u>	<u>Cargo S/T</u>	<u>Cargo S/T</u>
Aug	225,464	57,532	107,285
Sep	214,284	57,465	114,365
Oct	202,682	67,762	94,279

2. Change to proposed MTOE reorganization of 507th Transportation Group (Movement Control).

a. On 25 October 1967 a change to the proposed MTOE which was reported in previous ORLL Report was submitted to Headquarters USARV. The proposed change will result in:

(1) Conversion of eleven (11) separate transportation detachments into organic transportation movement control teams of the 507th. Seven (7) Highway Regulating Detachments will remain as separate detachments to be transferred upon assumption of highway regulating functions by USARV. One (1) rail terminal detachment will remain intact for transfer to USARV upon assumption of rail maintenance and repair parts supply responsibility.

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674209 Incl 1

(2) Upgrading of organic L.C. movement control teams to L.B. movement control teams. This action will result in additional NCO E-6 spaces which have been found mandatory to provide sufficient skill levels to administer the traffic management functions to all services in the Republic of Vietnam.

(3) The addition of one (1) communications Sgt E-6 to each region to provide the necessary supervision and direction for area communications within each region.

3. Expansion of operation.

Continued emphasis on the relocation of military units from the Saigon/Cholon area to Long Binh during the past quarter caused the relocation of the Third Traffic Region Headquarters to Long Binh post in order that shippers' requirements would continue to be met in a responsive and efficient manner. In order to execute the added responsibilities caused by movement of the region headquarters, the ATCO at Tan Son Nhut was upgraded to a District Traffic Office. On 1 October, District Traffic Office, Long Binh was closed and all movement responsibilities in the Long Binh area were assumed by the Region Headquarters. Concurrently ATCO Bien Hoa was reorganized into District Traffic Office, Bien Hoa. With the inauguration of MAC Channel Flights into Phu Cat, a Field Transportation Office was opened on 1 October 1967. The office is presently staffed with one (1) officer and two (2) enlisted men who will coordinate the movement of all passenger and cargo in this area.

4. Normal Operations:

Throughout the ninety-two (92) days of the reporting period TMA carried on normal operations.

SECTION 2

COMMANDERS OBSERVATIONS AND RECOMMENDATIONS

PART I: Observations (Lessons Learned)

1. Personnel: None

2. Operations:

a. ITEM: C-130 augmentation.

DISCUSSION: The augmentation of "in-country" aircraft by supplementary C-130 aircraft, which are required to fulfill operational airlift requirements, have in many instances caused the overall airlift capability to diminish after a period of time. An analysis of this situation reveals that additional aircraft cause airfield parking, aircraft maintenance and aerial port handling saturation. Because of this saturated condition additional aircraft capability provided ever diminishing returns.

OBSERVATION: A mobility plan was initiated to counteract this saturated condition. A new operating location was selected and a complete mobility package was provided. Aside from crews and aircraft, maintenance personnel and parts were brought in, as well as, aerial port personnel in sufficient quantities to handle the increased traffic. The augmentation aircraft supported by the mobility package have been able to operate for four (4) weeks at a level which has exceeded the performance of the aircraft located at the usual operating locations.

b. ITEM: Sealift Intra-RVN unit moves.

DISCUSSION: During the period 1 August through 31 October 1967, requirements for several brigade size intra-RVN moves were offered. Consideration had to be given to the timing the ships arrival in Saigon as tides will allow the berthing of only one (1) LST per day. In order to preclude backlog of ships awaiting berth, all unit equipment was either loaded on rolling stock or in CONEX. CONEX were subsequently backloaded on deep draft vessels while rolling stock was loaded on LST's.

OBSERVATION: Extremely close coordination is required between the user, TMA, and MSTs in order to insure timely movement and effect proper utilization of transportation assets.

c. ITEM: Weekly cargo retrograde offerings.

DISCUSSION: A new format for reporting retrograde cargo by traffic regions to the headquarters was initiated. The previous system of regions reporting each transportation movement release, daily, was found to be cumbersome, needlessly time consuming, and in many cases caused duplication of effort. The weekly cargo retrograde report consolidates the daily TMR's into a single report.

OBSERVATION: This procedure has greatly reduced the workload associated with retrograde in both the region and group headquarters.

d. ITEM: Duc Pho Transportation.

DISCUSSION: Duc Pho port closed 1 October because of the monsoon season and convoy operations were initiated in support of Duc Pho and inland sites normally served by the Duc Pho sea lines of communication.

OBSERVATION: Qui Nhon has been designated the alternate port for Duc Pho and highway transportation from Qui Nhon to Duc Pho is the primary means of resupply.

e. ITEM: Rail Operations, III Corps.

DISCUSSION: Tonnages moved by road in the III Corps area, particularly in and around the Saigon complex, remains high. Increasing movement in this area has caused increased congestion. Use of rail, as an alternate mode, will partially alleviate this condition.

OBSERVATION: The additional rail service to Di An and Xuan Loc from Saigon will reduce truck traffic through Saigon.

f. ITEM: Impact of reduced highway operations III Corps.

DISCUSSION: Because of the lack of security on the highways to Quan Loi and Phuoc Vinh in the III Corps area, these roads were closed to convoy operations. This created an increased burden on the airlift system for resupply operations. Emphasis was placed on opening Route # 13 to Quan Loi.

OBSERVATION: The opening of Route # 13 to regular convoy operations will reduce requirements for premium airlift. Additional planned highway openings will further reduce the burden on the airlift system.

ATTACHED MORNING REPORT UNITS

UIC

UNIT

WCQK	149	Trans	Det	(Ry	Sta)
WFRH	470	"	"	"	"
WFRV	513	"	"	"	"
WFRW	514	"	"	"	"
WFRX	515	"	"	"	"
WFRJ	525	"	"	(Ry	Tml)
WFRK	526	"	"	"	"
WFRQ	509	"	"	(Highway	Reg)
WFR3Q	521	"	"	"	"
WFR4Q	522	"	"	"	"
WFR5A	523	"	"	"	"
WFSFQ	534	"	"	"	"
WFSGQ	535	"	"	"	"
WFSHQ	536	"	"	"	"
WCRDAA	160	"	"	(Mov	Con)
WCREAA	161	"	"	"	"
WCRFAA	162	"	"	"	"
WCRGAA	164	"	"	"	"
WCRJAAAQ	564	"	"	"	"

AVHGC-DST (15 Nov 67) 1st Ind
SUBJECT: Operational Report of Lessons Learned for Quarterly Period
Ending 31 October 1967, Reports Control Symbol: CSFOR-65 (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 25 N 10 00

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT
APO 96558

Assistant Chief of Staff for Force Development, Department of the Army,
Washington, D.C. 20310

1. This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 October 1967 from Headquarters, 507th Transportation Group (Movement Control) (CJ8A) as indorsed.

2. Concur with report. Report is considered adequate.

FOR THE COMMANDER:

2 Incl
nc

Joseph J. Munnie 1LT
STANLEY E. SCHULTZ
MAJOR, AGC
ASST ADJUTANT GENERAL

cc:
HQ, 507th Trans Gp (Movement Control)
ACSFOR DA

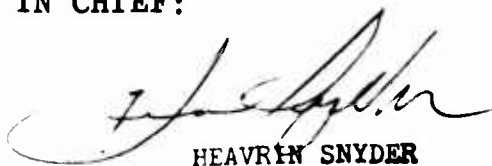
GPOP-DT(15 Nov 67) 2d Ind
SUBJECT: Operational Report for the Quarterly Period
Ending 31 Oct 67 from HQ, 507th Transp Gp
(Movement Control) (UIC: WCJ8AA)(RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 6 DEC 1967

TO: Assistant Chief of Staff for Force Development,
Department of the Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



HEAVRIN SNYDER
CPT, AGC
Asst AG